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John R. Cooper
TRANSPORTATION DIRECTOR

February 14, 2011

The Honorable William H. Jordan
Mayor, City of Fort Payne
100 Alabama Avenue, N
Fort Payne, Alabama 35967

Subject: Annual Inspection Report
Fort Payne Municipal Airport (Isbell Field)

Dear Mayor Jordan:

An inspection of the Fort Payne Municipal Airport (Isbell Field) was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on February 8, 2011. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport meets all the requirements for the issuance of an operating license. The operating license for the airport is issued in full effect.

The report notes that an area adjacent to the runway end of Runway 4 must be filled and compacted to meet all State and Federal construction and safety requirements. The edges of the entire runway must be maintained to prevent an excessive drop from the pavement to the grade by filling and compacting this area.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO
Mr. Jeffrey A. Redmill, P.E., BWS&C

ANNUAL INSPECTION REPORT

FEBRUARY 8, 2011



FORT PAYNE MUNICIPAL AIRPORT
(ISBELL FIELD)
FORT PAYNE, ALABAMA

**Annual Inspection Report
Fort Payne Municipal Airport (Isbell Field)
Fort Payne, Alabama**

February 8, 2011

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Introduction

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Fort Payne Airport (Isbell Field) was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on February 8, 2011.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Plan (ALP) dated November 13, 2001.

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License Status

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on February 8, 2011 it was determined that the airport *meets* the requirements for the issuance of an operating license.

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards

- ➔ For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- ➔ The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet (See Appendix 1).
- ➔ The approach and departure path for all runways slopes up at a ratio of 20:1.
- ➔ All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- ➔ The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results

- ➔ The Approach/Departure Paths to both runway ends are unobstructed and meet licensing requirements.

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Photo 1



Runway 4 Approach

The controlling obstruction is the lighted tower and marked power lines

Photo 2



Runway 22 Approach

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2. Primary Surface Administrative Code 450-9-1-.12(2)

State Licensing Standards

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results

- ➔ The Primary Surface was found to meet State licensing requirements.

3. Runway Safety Area Administrative Code 450-9-1-.12(3)

State Licensing Standards

- ➔ Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results

- ➔ The Runway Safety Area was found to meet State licensing requirements.
- ➔ **Maintenance Runway 4** – The lip of the pavement at the threshold of Runway 4 has reached the maximum allowable drop of 3 inches.

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Photo 3



Pavement end of Runway 4

Required Action

- ➔ The area adjacent to the runway end must be filled and graded to allow a smooth transition from the pavement end to the existing ground line.

4. Airport Markings

Administrative Code 450-9-1-.12(4)

State Licensing Standards

- ➔ Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

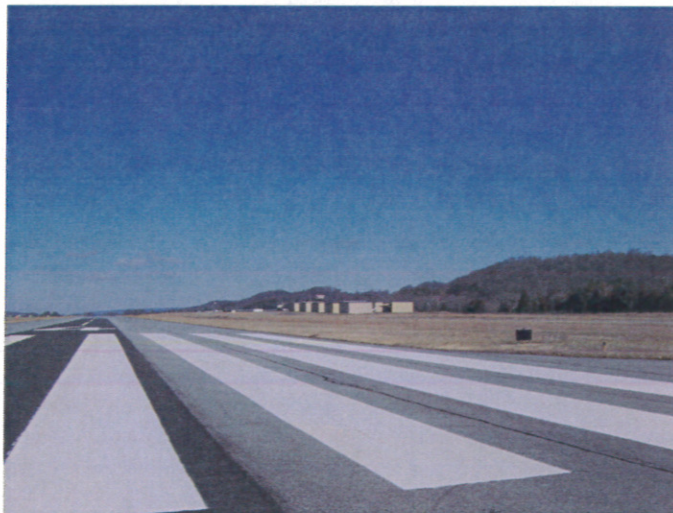
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Inspection Results

- The Runway Identifier Markings of Runway 4 have recently been repainted and are in Good condition.
- The Runway Identifier Markings of Runway 22 are in Fair condition.
- The centerline of the runway is in GOOD condition as are the taxiway and ramp markings.
- The Touchdown Markings are in Fair condition.

Photo 4



Non Precision Instrument Markings of Runway 4

Photo 5



Non Precision Instrument Markings of Runway 22

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5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

State Licensing Standards

- ➔ Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results

- ➔ The wind direction indicator was inspected and found to be lit and operational.

Photo 6



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6. Airport Lighting
Administrative Code 450-9-1-.12(6)

State Licensing Standards

- ➔ Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results

- ➔ The runway lighting and PAPI units are operational.

7. Runway, Taxiway and Apron Conditions
Administrative Code 450-9-1-.12(7)

State Licensing Standards

- ➔ Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results

- ➔ The paved surfaces of the airport are in GOOD condition.

8. Fueling Area Requirements
Administrative Code 450-9-1-.12(8)

State Licensing Standards

- ➔ Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- ➔ Grounding cables must be available.

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- ➔ A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- ➔ Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results

- ➔ The fueling area meets the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo 7



Fueling area and storage tanks

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9. Prohibited Activities

Administrative Code 450-9-1-.16

State Licensing Standards

- ➔ Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

- ➔ There was no evidence of prohibited activities during the inspection.

Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

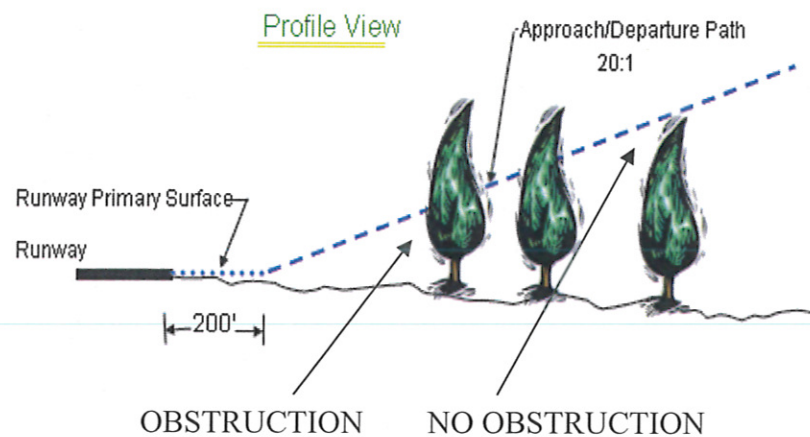
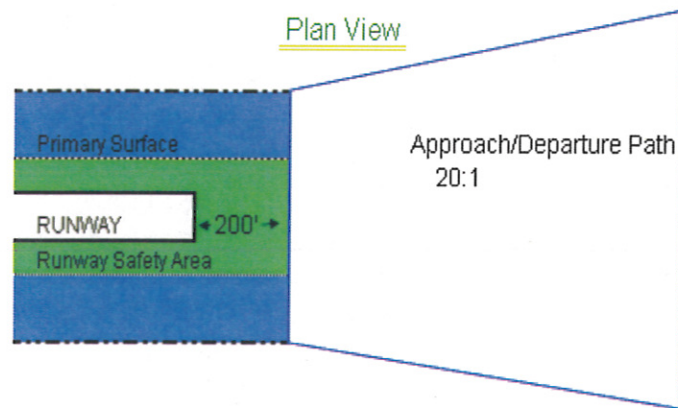
Inspection Area	Violation/Maintenance	Corrective Action
Runway Safety area	Maintenance	Fill and smooth drop from pavement edge at pavement end of Runway 4

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



APPENDIX 1